MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
MEETING OF THE SAFETY, HEALTH, AND ENVIRONMENT SUBCOMMITTEE

July 17, 2025 at 11:00 a.m.

10 Park Plaza, 2nd Floor Board Room, Suite 2890
Boston, MA 02116

This meeting was broadcast virtually.

BOARD MEMBERS PARTICIPATING IN-PERSON:	Chair Peter Koutoujian, Director Robert Butler
BOARD MEMBER ABSENT:	Director Thomas McGee
PRESENTERS PARTICIPATING:	Chief of Safety Management Lauren Bradford, Director of SMS and Safety Oversight Michael Catsos, Chief of Quality, Compliance, and Oversight Meredith Sandberg, Director of Quality Management Mark Molewyk
OTHER PRESENT:	Acting Chief Counsel John Martin, Counsel- Corporate Governance Noah Potash

Call to Order

Chair Koutoujian called the meeting of the Massachusetts Bay Transportation Authority ("MBTA") Safety Subcommittee to order at 11:00 a.m. Noah Potash called the roll of the Members participating, being a quorum of the MBTA's Safety, Health, and Environment Subcommittee:

Chair Koutoujian	**Present**
Director Butler	**Present**

Chair Koutoujian turned to the approval of the minutes of the May 15, 2025 meeting.

On motion duly made and seconded, it was by roll call VOTED:

Chair Koutoujian	**Yes**
Director Butler	**Yes**

to approve the minutes of the May 15, 2025 Meeting of the Safety, Health, and Environment Subcommittee.

Presentations and Discussion

For Agenda Item 1, Director of SMS and Safety Oversight Michael Catsos, presented the Safety Program Update, beginning with Safety Performance indicators for March 2025. Mr. Catsos reported that the Blue Line recorded 3 customer injuries, the Orange Line reported 10 customer injuries, and the Red Line reported 11 customer injuries. He stated that Green Line experienced 3 customer injuries and 1 train-on-train collision with no injuries. Mr. Catsos reported that Bus had 10 customer injuries, 6 collisions with vehicles and 1 collision with a person. For commuter rail, he reported 1 customer injury and 3 assaults on transit workers. He said that there were no injuries or events on the ferry. For April, Mr. Catsos reported no events for Blue Line. For Orange Line, there were five injuries and two collisions with people. For Red line, there were 9 injuries and 1 collision with an object. Chair Koutoujian noted that there was no target for collisions with objects and asked for further explanation. Mr. Catsos explained that collisions with objects are factored into the overall target for collisions but are not a required target under FTA regulations. He said that collisions with equipment are typically with a piece of equipment or a tool. For the Green Line, Mr. Catsos reported 8 customer injuries and 1 train-on-train collision. For bus, he said that there were 23 customer injuries, 7 vehicle collisions, 1 collision with an object, 2 collisions with people, and 1 bus-on-bus collision. Mr. Catsos noted 2 grade crossing incidents on commuter rail, along with 5 security events. Director Butler requested a year-end summary of the

locations and the total number of collisions and other incidents. Mr. Catsos reported that there were no incidents for the ferry and concluded his report by stating that there were no reportable events or incidents for the previous month.

Director Butler asked where the employee assaults were occurring, and Mr. Catsos said that they were mostly involving bus operators. Director Butler recommended keeping an eye on the topic and Mr. Catsos said that they could also drill down further on the data. Chair Koutoujian asked if there was more categorization on the assaults and Mr. Catsos discussed the details that are tracked and relevant de-escalation training. Chair Koutoujian asked about the formula for the targets for safety performance indicators and Mr. Catsos explained that the targets, which include both whole numbers and rates per million vehicle revenue-miles, are based on a three-year lookback and incorporate additional factors including mitigations. Chair Koutoujian asked whether the aim is to reduce the rates and asked if there was a certain percentage. Mr. Catsos confirmed that the goal is to reduce rates between 2-5%, which is in line with industry standards. Chair Koutoujian asked if there are private certifiers and Mr. Catsos said that the process is largely through federal agencies.

For Item 2, Chief of Quality, Compliance, and Oversight ("QCO") Meredith Sandberg introduced Director of Quality Management Mark Molewyk, who presented the Safety Management Inspection ("SMI") update, beginning with a discussion of his department's work towards continuous improvement through quality verification audits. He discussed how this work improves processes and how changes are standardized. Mr. Molewyk discussed the audit process and said

that it allows staff to uncover root causes rather than symptoms. Using the example of a sticking flush-mounted rear switch, Mr. Molewyk described how the relevant issue was identified and a systematic fix was implemented, resolving the risk. Director Butler asked about problems with buses after maintenance and Mr. Molewyk said that problems were at record lows. Ms. Sandberg noted that typically her team audits work that has been done by Vehicle Maintenance rather than by outside contractors. Mr. Molewyk said that the audits are currently focused on preventative maintenance. Chair Koutoujian asked whether the rear switch fix was shared with the entire industry and Mr. Molewyk said that it was. Mr. Molewyk turned to progress on an organizational level and explained that bus had seen a 37% year-over-year improvement and a 63% reduction in findings over the life of the program, rail vehicles had seen an 81% reduction and a 24% year-over-year improvement. Chair Koutoujian asked about missing data from a particular month and Mr. Molewyk explained that there had been a gap in the contract renewal of the 3rd party contractor that was performing those audits. He noted that staff are working to bring the audits in-house. For engineering and maintenance, Mr. Molewyk discussed the partnership with the Maintenance of Way team and noted a 41% year-over-year reduction in findings. Director Butler asked about monitoring of air quality and other issues in stations and Mr. Molewyk said that his team was not currently involved. Ms. Sandberg noted some overlap with the work done by the Assurance and Safety team. Chief of Safety Management Lauren Bradford noted that Occupational Safety monitors air quality. Director Butler asked about trains delivered by CRRC and Ms. Sandberg said that her team is working to

expand oversight without duplicating work or taking talent away from Vehicle Engineering. Mr. Molewyk discussed the learning curves of continuous improvement and the reduction of nonconformance over time.

Chair Koutoujian said he appreciated the culture of collaboration with the front line and asked if peer organizations have similar systems. Mr. Molewyk said that WMATA is building a similar system and that the MBTA is nearing an industry-leading position. Chair Koutoujian asked about the use of artificial intelligence ("AI") and Mr. Molewyk discussed the use, including to build out standard audit plans. Ms. Sandberg said that AI can be useful for documentation purposes and video monitoring, but that staff were approaching its use cautiously. Chair Koutoujian noted that it is important to have human redundancy when using AI and to not blindly follow leads.

Turning to the SMI Response, Ms. Sandberg said that the submittals are at 95%, with 29 of 42 findings closed and discussed work on verification and increases on various directives. Director Butler said that the MBTA has come a long way. Chair Koutoujian asked about the appendix to the report and Ms. Sandberg explained that it contains the details behind the progress summary. Chair Koutoujian asked if federal staffing cuts are affecting the closure of CAPs and Ms. Sandberg said that the process has been relatively unaffected. Director Butler and Ms. Sandberg discussed staffing at the FTA and the DPU.

At this point, an unidentified member of the public asked whether there would be an opportunity for public comment and Chair Koutoujian explained that public comment would be accepted at the July 24th Board meeting.

With no further items on the agenda, Chair Koutoujian asked for a motion to adjourn.

On motion duly made and seconded, it was unanimously VOTED:

to adjourn at 11:46 p.m.

Documents relied upon for this meeting:

- July 17, 2025 MBTA Safety subcommittee Agenda
- Minutes of the May 15, 2025 Safety subcommittee meeting
- 07. QCO Update July SHE 2025 Board_v2
- SHE Subcommittee Safety Deck 2025.7.15 7PM